

HISTORY OF THE USS GEORGE CLYMER (APA-27)

Following the war the CLYMER was called on to participate in "Operation Crossroads," at which she was the flagship for Commander Transport Division Eleven. After the Baker Explosion she returned over a thousand service personnel to San Diego, her home port, for a well deserved rest. The rest period did not last long, however, and in November 1946 she became flagship for Commander Transport Squadron One under Admiral Garson. This squadron took the Second Army Division on "Operation Duck" from Fort Lewis, Washington to San Clemente Island and back. During the greater part of 1947 the CLYMER remained in San Diego as the flagship of Commander Transport Division Eleven. Captain M. M. Bradley, USN was Commanding Officer of the CLYMER until June when he was relieved by Captain W. T. Singer, USN.

In November 1947 the CLYMER was the leading APA participating in "Operation Penny" and carried aboard the Seventh Marines. The final stage of the operation was the 'D' day landing at Aliso Canyon, Camp Pendleton for an assault on the air strip defended by the famed Sixth Marines. Shortly after this operation she was brought into readiness for China duties and departed from the States under Rear Admiral F. I. Entwistle, on 23 January 1948, for Tsingtao, China. While stationed in China the CLYMER was instrumental in rescuing four Marines from the hands of the Chinese Communist at Hai Yand, China. on 12 June 1948, Captain John M.N. Taylor assumed command.

On 7 August 1948 the ship received a message from the Chief of Naval Operations stating the GEORGE CLYMER had been awarded the "Battle Efficiency Pennant" for the competitive year of 1948. This award is based on the overall performance of duty, of material and organizational readiness and competitive spirit. It is awarded to the top ten per-cent of the ships for the year ending in July 1948.

On the 11th of August 1948 the CLYMER started home, on a mission which was the first of its kind ever attempted by a Naval Vessel. The CLYMER was ordered to load completely a Heavy Anti-Aircraft Group, its equipment, supplies, and dependents and transport them from Guam to Morehead City, North Carolina, via the Panama Canal. The trip took thirty-one days and was successful in all respects. The ship then returned to San Diego, arriving there on 5 October 1948 having been gone from her home port ten months and having sailed 29,000 miles in that time. In October the CLYMER went to the U.S. Naval Ship Yard, Long Beach, California for a much needed overhaul.

Shortly after her overhaul the CLYMER began preparations for an Alaskan Cruise -- "Micowex-49A". This was an amphibious "assault" and mock invasion by the 6th Marine Division on the southern shores of Alaska during February of 1949 to test men and equipment under minor cold weather conditions.

The CLYMER next served as flagship for Captain R.M. Scruggs, Commander Transport Division Eleven, in the "Inter-type Exercises" conducted 23-28 May 1949. These exercises were for the purpose

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of gaining experience in submarine warfare defense. Participating in the exercises are Cruisers, Destroyers, Aircraft Carriers, Transports, Cargo Ships, Landing Ship's Docks and smaller craft. After the completion of these exercises, the CLYMER returned to San Diego and shortly thereafter, began preparations for her next cruise - the Point Barrow Re-Supply Expedition of 1949. For this expedition she again had the flag of Transport Division Eleven with Captain R. M. Scruggs, USN as Commander Point Barrow Re-Supply Expedition. Captain Branneman, USN, was commanding officer at the time.

This expedition consisted of eleven ships which transported over 40,000 tons of supplies and equipment to the rim of the world, Point Barrow, Alaska, and landed these on the beaches using amphibious techniques developed during the war. On board were a portion of the 104th Naval Construction Battalion, Amphibious Beach Group One from Coronado, California, plus a group of Reservists who volunteered for the cruise.

Returning to San Diego 20 August 1949, the SeaBees, Beach Group One and the Reservists disembarked and the crew settled down for a short but welcomed rest.

After returning from "Barex," the CLYMER began preparing for "Operation Miki," the largest joint Army-Navy Amphibious Operation since the war. The CLYMER with approximately one hundred other ships proceeded to Oahu, Hawaiian Islands, attacked the theoretical "enemy" and took the Island by the coordinated Naval Sea-Air power and the Army's Second Division. This operation covered the months of September thru November 1949.

During the month of April 1950 the CLYMER participated in the "Demon III Operation" which was a demonstration landing of Marines from Camp Pendleton subsequent to a shore bombardment of San Clemente Island. The Marines were landed at Aliso Canyon.

Captain Raymond S. Lamb, USN assumed command of the CLYMER in May 1950. Then as the ship was preparing to enter a yard period, orders were received to support the Korean Campaign. The first mission was to carry the Second Battalion of the Fifth Provisional Marine Brigade and attached units to Pusan, a strategic port in southern Korea. The ship departed, with Commander Transport Division Eleven embarked on July 14, 1950. These marines were landed at Pusan and helped stem the tide of North Korean advance at Masan, Korea in August 1950. The CLYMER then sailed to Yokosuka, Japan arriving on 9 AUG 1950. There she went through preparation for her next assignment, participation in the amphibious assault on the beachhead at Inchon, Korea. The ship proceeded to Kobe, Japan in September and loaded troops of the First Marine Division and landed these troops at Inchon on 15 September 1950. At Inchon the CLYMER acted as a hospital ship and amphibious control vessel for 20 days. In October the ship returned to Sasebo, Japan with wounded.

The CLYMER then returned to Inchon and loaded elements of the First Marine Division. These troops then made the landing at Wonsan, Korea. Upon completion of this landing the CLYMER

returned to Yokosuka and then proceeded to the United States arriving in San Diego the day after Thanksgiving. The ship then underwent her belated yard overhaul period in Mare Island. With the overhaul completed the ship returned to San Diego where she underwent a strenuous training period in preparation for further war duties. During this period Captain Lamb was presented the Bronze Star Award for his services in the Inchon Landing.

It was only three short months after the CLYMER left the shipyard until she was called on to make another tour of the Western Pacific area. Under the command of Captain R.S. Lamb with Commander J. P. Farley as executive officer the CLYMER left San Diego for San Francisco enroute to Japan. After receiving on board about three hundred Army personnel at San Francisco the CLYMER steamed out the Golden Gate on 6 June for Yokosuka, Japan.

Arriving in Yokosuka on 20 June 1951 the CLYMER got orders to proceed to Pusan, Korea, leaving Yokosuka on 2 July. The day after Independence Day the ship entered Pusan Harbor and on 8 July was a part of the Special Task Force at Inchon, Korea, for the Armistice Conference.

It was on 18 July that the CLYMER departed from the Korean theatre of operations for Japan where she took part in training exercises in amphibious landings of the 224th Regimental Combat Team of the 40th Division at Hachinohe, Japan.

On 30 July 1951 the CLYMER became flagship for Commander Transport Division 13 and on 6 September 1951 Captain Hurd was relieved by Captain Lamb as COMTRANSDIV 13, and Captain Harry Smith relieved Captain Lamb as Commanding Officer of the CLYMER.

During the latter part of August and early September she participated in amphibious operations with the 7th Fleet at Kesong, Korea. But better days were to come as the CLYMER spent a week and a half in the British Crown Colony of Hong Kong, acting in stand-by duty status as evacuation ship for American citizens at that port of international intrigue. In typical CLYMER tradition the ship and crew served honorably in the rescue of approximately 500 survivors of the S.S. KONGO MARU during a typhoon at Uku Shima, Japan on 15 October 1951.

The ship perfected its training as it took part in amphibious landings of Regimental Combat Team 179 at Hokkaido, Japan in November. The ship was a welcome sight to battle weary troops in Korea during December 1951, and January thru early February 1952, as the CLYMER participated in the troop rotation plan between Inchon, Korea, and Muroran, Hokkaido, and Yokohama, Japan. Then on 18 February 1952 the CLYMER departed from Yokosuka, enroute to Manila and Subic Bay, Philippine Islands. After Manila it was Hong Kong liberty for the CLYMER in March and then back to Yokosuka.

Finally, after ten months away from the United States the CLYMER turned her head and left Japan on 1 April 1952 enroute to San Diego via Pearl Harbor. After arriving in the states and granting leave for the crew, as well as continuing her training mission, the ship began preparations for the third Korean tour of duty. Captain E. J. O'Donnell relieved Captain Smith as Commanding Officer in August 1952, and in October 1952 the CLYMER became flagship for Captain R. W. Cavanaugh, Commander Transport Squadron ONE.

On 12 November 1952 the CLYMER again left the continental United States arriving at Yokosuka, Japan on 29 November.

The Officers and Men of the CLYMER distinguished themselves on 13 February 1953 when the Clymer rushed to the aid of the burning SS PRESIDENT PIERCE, disabled American President Lines steamship, and succeeded in bringing serious hold fires under control. And on 14 February the CLYMER made a good will tour to Nagoya, Japan. After participating in amphibious operations at TokChok-To, Korea in February and March 1953 and making a good will tour to Osaka, Japan the CLYMER participated in troop rotation between SokChori, Korea, to Koje-do, Korea beginning 16 March 1953. It was on 18 April the ship took part in amphibious training operations at Okinawa with the 29th Infantry Regiment.

On 19 May the CLYMER arrived at Manila, P.I. enroute to Hong Kong, and on 24 May entered Hong Kong Harbor, the visit was extended through the first two weeks in June and was highlighted by the local celebrations in connection with the Coronation of Queen Elizabeth II on 2 June 1953.

The ship then participated in troop rotation between Sendai, Japan and Pusan Korea. Captain R. E. Lockwood relieved Captain O'Donnell as Commanding Officer of the CLYMER on 3 July 1953. On 23 July the CLYMER arrived in Yokosuka in preparation for departure to the United States, leaving Japan on 27 July enroute to San Diego via Pearl Harbor. Captain Fritz Gleim relieved Captain Cavanaugh as Commander Transport Squadron ONE on 21 August 1953. The ship arrived in San Diego on 22 August and continued her training mission by participating in PACFLEX 54 (Operation Salt Wave) in September and began preparing for a needed yard overhaul at Mare Island Naval Shipyard, Vallejo California. The day after Christmas the ship left San Diego for San Francisco, Steaming under the Golden Gate Bridge on 28 December 1953. It was a big new year's in the bay area for the CLYMER crew and then the ship underwent a yard period which lasted until the middle of March when she returned to San Diego.

After a strenuous training schedule of operations including the annual Fleet Training Exercise in June 1954. The CLYMER crew began a leave and upkeep period thru July and August, preparing for another tour of the Western Pacific theatre or operations. On 14 July Captain R. E. Lockwood was relieved as Commanding Officer by Captain E. S. L. Marshall.

On 13 September after loading provisions and supplies for the trip, the CLYMER sailed for Kobe Japan on 14 September with five hundred marines embarked.

On the 3rd of October the CLYMER arrived at Kobe, Japan. The highlight of the tour to WestPac was the participation in the first Fall and Winter Marlex at TokChom To, Korea, near Inchon during November 1954. Besides spending considerable time in Yokosuka Japan during the tour the CLYMER made a goodwill tour to Beppu, and Osaka Japan. The Christmas-New Year's holidays were spent in Hong Kong, B.C.C. and on the way to Hong Kong the CLYMER stopped at Chinhae, Korea. In January the CLYMER transported elements of the 4th Marine RCT to Pearl Harbor, from Japan. From Pearl Harbor T.H. the CLYMER returned to Yokosuka Japan. In February 1955 the CLYMER departed for Korea, and at Inchon loaded elements of the 5th Marine Regiment 1st Marine Division for transport back to the United States.

After a period of over six months, while covering a distance of 27, 281 miles, the CLYMER returned to the United States on 17 March 1955 for a period of well deserved leave and upkeep. In April 1955 COMPHIBRON THREE Staff, and an inspection party from the USS WINSTON (AKA-94) conducted a personnel and material inspection. A rating of Very Good was conferred. During the months of May thru July 1955 the CLYMER took part in another series of amphibious operations off the coast of California in preparation for another tour in WestPac. On 27 July 1955, Captain A. R. St. Angelo relieved Captain Fritz Gliem as Commander Amphibious Squadron Three, and on 10 August Captain J. V. Bewick relieved Captain E. S. L. Marshall as Commanding Officer. Shortly thereafter, on 29 August 1955, the CLYMER departed from San Diego enroute to Yokosuka Japan for another tour of duty in the Western Pacific.